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The

# Sailors Magazine



and SEAMEN'S FRIEND

AMERICAN SEAMEN'S FRIEND SOCIETY

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### THE SOCIETY'S PERIODICALS.

**THE SAILORS' MAGAZINE AND SEAMEN'S FRIEND**, a monthly publication of thirty-two pages, contains the proceedings of the **AMERICAN SEAMEN'S FRIEND SOCIETY**, and its Branches and Auxiliaries, with notices of the labors of local independent Societies in behalf of seamen, its aim being to present a general view of the history, nature, progress and wants of the **SEAMEN'S CAUSE**, and commend it to the sympathies, the prayers and the benefactions of the community.

**THE MAGAZINE** is sent to single subscribers for **ONE DOLLAR** a year, payable in advance.

*Persons ordering a change in the direction of the MAGAZINE should always give both the old and new address, in full.*

**THE SEAMEN'S FRIEND** is issued, annually, as a four page tract adapted to seamen, and gratuitously distributed among them. It is furnished to Auxiliary Societies for this use, at the rate of **ONE DOLLAR** per hundred.

**THE LIFE BOAT**, an eight-page paper, published monthly, will contain brief tales, anecdotes, incidents, &c., and facts, mainly relating to the work of the **LOAN LIBRARIES** issued by the Society. Any Sabbath-School contributing to the Society \$20 for a **LOAN LIBRARY** may receive fifty copies, gratis, for one year, with postage prepaid.

*Provided a request is sent, annually, for the SAILORS' MAGAZINE, it will be forwarded gratuitously to Life Directors, Life Members and pastors of churches in which a yearly collection is taken for the Society.*

It will also, *upon application*, be sent for one year to any one contributing at least Twenty Dollars for the general objects of the Society, or to endow a Loan Library.

It is necessary that all receivers of the **MAGAZINE**, *gratuitously*, should give *annual* notices of their desire for its continuance.

### REMITTANCES.

Remittances for the **AMERICAN SEAMEN'S FRIEND SOCIETY**, in payment of subscriptions to the **SAILORS' MAGAZINE**, or for any other purpose, should be sent to No. 76 Wall Street, New York City, by P. O. Money Order, or check, or draft on New York, to the order of **WILLIAM O. STURGES**, Treasurer, or money may be enclosed in a registered letter. Postmasters are now obliged to register letters at ten cents each, when requested. If acknowledgments of remittances are not received by return mail, the Treasurer should be notified at once.

### LIFE MEMBERS AND DIRECTORS.

The payment of Five Dollars makes an **ANNUAL MEMBER** of the Society, and of Thirty Dollars at one time, a **LIFE MEMBER**. The payment of One Hundred Dollars at one time makes a **LIFE DIRECTOR**.

### FORM OF A REQUEST.

"I give and bequeath to the **AMERICAN SEAMEN'S FRIEND SOCIETY**, incorporated by the Legislature of New York, in the year 1833, the sum of—, to be applied to the charitable uses and purposes of the said Society."

Three witnesses should certify at the end of the will, over their signatures, to the following formalities, which, in the formation of the will, should be strictly observed:—

1st. That the testator subscribed (or acknowledged the subscription of) the will in their presence.—2nd. That he, at the same time, declared to them that it was his last will and testament.—3rd. That they, the witnesses, then and there, in his presence, and at his request and in presence of each other, signed their names thereto, as witnesses.





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### THE SONG OF THEN AND NOW.

Oh, they sang a song of Wind and Sail  
In the days of heave and haul,  
Of the weather gauge, of tack and sheet  
When the anchor rose to the tramp of feet  
And the click of the capstan pawl.  
They sang brave songs of the old broadsides,  
Long Tom and the carronade.  
Hi! cutlass and pike as the great sides strike!  
Ho! the cheers of the ne'er-afraid!  
For they cheered as they fought, did those sailormen,  
They stripped to the buff for the fray—  
It was steel to steel, it was eye to eye—  
Yardarm to yardarm against the sky!  
*All ye boarders, up and away!*

. . . . .

They sang of the men on the quarter-deck  
(Brave deeds of those captains bold!)  
Never a name but was known to fame  
And was praised in the days of old!  
Let us sing the song of the fighting men,  
The sail, and the plunging bow,  
The good old song of the sea and the ship—  
The Song of Then and Now!

Gone are the days of the heave and haul.  
(Think ye our blood has thinned?)  
We're slaves of science, slaves of steam,  
Not laborers of the wind!  
Oh, into the lockers the cable comes  
And no one lifts a hand;  
The clank of a bell sounds out "That's well!"  
And the engines understand!  
We come in 'gainst the wind and the tide at night,  
And go out 'gainst the storm in the morn,  
(But, think ye, our arms have lost their might,  
Think ye, our locks are shorn?)

Past are the days of Wind and Sail,  
We've cast off the thrall of the sea,  
We take no heed of the weather gauge—  
No fear of the rocks on our lee.  
We can come and go in the fiercest blow  
(It is food for our roaring fires,)  
For the great screw churns and the huge hull turns  
As the Soul of the Ship desires!  
But the spirit, the strength, and the will are there—  
The sea has not changed her men—  
The vessel must do and the men must dare,  
And Now is the same as Then!

They raked and they fought at pistol shot—  
We fight at two miles and more.  
(Think ye, their dangers discount ours—  
Ye men of books ashore?)  
The turret turns and the guns are trained—  
But not in the older way;  
The conning tower is the one-man power  
And the Soul of the Ship holds sway.  
In sponson, turret, and wide barbette,  
Or below in the noxious air,  
Are brave forms covered with blood and sweat—  
The fighting men are there!

There are dangers our fathers wot not of  
(In the days of wind and sail,)  
The unseen foes and the sighted Death  
With the foam along the rail.  
The channels are filled with uncouth shapes  
That lurk below in the brine—  
The force of fifty ships is there  
In the sullen, sunken mine!  
Tho' no orders come from the quarter-deck,  
Hear the rip of the rapid fire!  
Full speed ahead, astern, or check,  
At a spark from the eager wire!

And the ship she trembles from top to keel—  
 Tho' she rates twelve thousand tons!  
 And her scorched decks leap with a thundering throb  
 'Neath the roar of her twelve-inch guns!  
 Dented, and tortured, and pierced she stands  
 The blows on her ringing plates,  
 Grimy and black she signals back  
 To the flags of her fighting mates.  
 Hear the grinding crash from her armored prow,  
 Hear the rattling Colts from the mast?  
 Young Steel Flanks of the living Now—  
 Is Old Ironsides of the past!

Oh, then here's to the men where'er they be—  
 The men of steel and steam!  
 They're the same old stock from the parent block—  
 When they welcomed the wind abeam.  
 Tho' one shot may equal a broadside's weight—  
 One blow may decide the fight!  
 They serve their guns, they aim them straight,  
 And the Flag will be kept in sight!  
 The old captains bold—cocked hats and gold—  
 Were made for their country's hour,  
 And the Soul of the Ship proclaims the mould  
 Of the Mind in the conning tower!

Oh, they sang a song of Wind and Sail  
 In the days of heave and haul,  
 Of the weather gauge, of tack and sheet  
 When the anchor rose to the tramp of feet  
 And the click of the capstan pawl.

. . . . .  
 They sang of the men on the quarter-deck,  
 (Brave deeds of those captains bold!)  
 Never a name but was known to fame  
 And was praised in the days of old!  
 Let us sing the song of the armored ship,  
 With the roaring, ramming bow,  
 For the men are the same, the Flag the same—  
 'T is the Song of Then and Now!

JAMES BARNES.

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THE Secretary is ready to preach in any church in behalf of this Society, to explain its work to the King's Daughters, to the Society of Christian Endeavor, to Monthly Concerts of Prayer, to Sunday Schools, to parlor meetings. Write to him at No. 76 Wall Street, New York.



## EDITORIAL PARAGRAPHS.

THE committee appointed by the Gloucester Conference to make arrangements for another Conference next October met in Boston on December 10 and enlarged its number. On December 12 the enlarged committee met a representative assembly of both men and women in that city and took counsel with them. At this assembly letters were read from a number of workers on the Atlantic coast, heartily endorsing the project, and addresses were made by Bishop LAWRENCE, Dr. ALEXANDER MCKENZIE, the Rev. Messrs. ALLAN, GILBERT, SMALL, CROCKER, CHARLTON, NICKERSON, Mrs. ELA, Mrs. BUZZELL, and Mrs. CHAPIN, all enthusiastic for it. A committee of eight, two from each of four denominations, was appointed to raise \$600 to defray the expenses of the Conference.

The coming Conference will be the direct result of the earnest and profitable discussions of the one in Gloucester. Its delegates will come from a larger field, be far more numerous, and meet in a great city. Through its sessions for a few days it is hoped to magnify God's grace in sailor-work, to stimulate the workers, to arouse the public to the legal, social, moral and religious needs of seamen, and to quicken benevolence in behalf of sailor missions. In October, 1900, a similar Conference may be held in New York.

Chaplains to seamen are out of sight, out of mind. Unseen by the throngs of church-goers, largely unthought of in pulpits and pews, rarely reported in the newspapers, with little co-operation and sympathy from landsmen, they toil on amid adverse conditions and die comparatively unknown. Few men, however, are better known to the angels in whose presence there is joy over one sinner that repenteth; few are better known to the Captain whose marching orders they follow; few more frequently prove that the gospel they preach is the power of God unto salvation, because few more steadily stick to the truths that centre in the cross of Christ. The very thing which is said to be so largely ignored nowadays, even in evangelical pulpits of Great Britain and the United States, is the very thing that is magnified by chaplains to seamen, namely, regeneration by the Holy Spirit, redemption by the blood of Christ. As they are not ashamed of the gospel, the Holy Spirit, whose business it is to take of the things of Christ and to show them to men, confirms its truth by saving men through it. So, after all, these lonely men have the triune God, Father, Son and Holy Spirit, have sympathetic angels and converted men as their companions in the joy of efficacious grace.

Nevertheless, they need to meet to exchange views, compare experiences, incite each other to deeper consecration, get a better impres-

sion of the importance of their work, and to make friends for it to take the places of those that are passing away.

Taken in hand so early the Conference next October ought to be memorable. It was a pleasure to the Editor of this Magazine to meet the brethren in Boston and to note their devoted spirit; also to preach to the men of the sea, some of whom had just been rescued from wreck and death; and to see so many of them pass into the after-meeting, where the gospel could be pressed upon them with individual urgency.

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WHAT storms and wrecks have marked the winter so far! Week after week since October 4 men rescued from the deep have come to this Society for shelter, clothing, a fresh chance to ship, or a free passage home, and no real case of need has failed of supply. But the constant supply of these constant needs calls for a continuous flow of money into our treasury. Let the Sunday Schools give the loan libraries, each of them one every year, and the children's parents give the money for the shipwrecked and destitute, and for the aid of chaplains who take to seamen the gospel. Let us have small sums and large, gifts from little folks and big, and prayer without ceasing that all the work may have in it the quickening grace of God.

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"OUR interest in seamen has not lessened, but we need all our funds for local work." "That you may have more subscribers to the Magazine this year is the prayer and wish of yours, &c." "At present our church list of collections is full, but if in the future it becomes practicable to add the AMERICAN SEAMEN'S FRIEND SOCIETY to the list, we will be happy to do so." "We have a prepared schedule of benevolence, so that there is no opportunity for presenting special causes. With hearty sympathy in your good work."

There is no need of further quotation from letters that repeat the same thing in different words, and are constantly arriving. Praying that the SAILORS' MAGAZINE may have a larger circulation ought to be supplemented by the effort to get a dozen friends to subscribe for it. As to the large number of churches that plead that they cannot go outside the prepared list, we move the previous question and ask "why not put this Society in the prepared list?"

Thanks for every throb of sympathy for the seamen's cause, but we long to see it accompanied by hard cash. From far-away Benito, in West Africa, comes money from two poor missionaries to pay for two copies of the Magazine, and these cheering words, "We are very much interested in the Magazine and the work for sailors, and before long we hope to send you enough for a loan library. Now and then it is



possible for us to send books and magazines directly to the steamers calling at a port about twenty-five miles north of Benito. Our interest in the foreign work does not narrow us down so that we cannot realize, and do what we can to supply, other needs in the Master's vineyard. The earth is the Lord's and the sea is His also." Here is sympathy, here is two dollars in money, here is the promise of twenty dollars more, here are missionaries to pagans taking into their prayers and efforts all the earth and all the sea, because each is the Lord's. He that hath ears to hear, let him hear. The hint is plain.

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LIBRARIES in various parts of the country are asking this Society for whole sets of the SAILORS' MAGAZINE, and for many single numbers, of which it can supply some and not others. The New Hampshire State Library desires to obtain the first thirty-nine volumes of the Magazine, and it is hoped that one of our readers can supply the need. Please write to Mr. ARTHUR H. CHASE, Librarian, Concord, N. H.

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THE driving snow and cutting wind were no obstacles to the sailor men who filled the chapel of the Sailors' Home on the evening of December 31 to enjoy the Christmas cheer provided by Mr. ALEXANDER. The concert which preceded the presents from the Christmas tree was excellent. Little Miss BURTON in character songs, Miss SMITH in piano solos, Miss PRENTICE in recitations from WILL CARLTON and WHITCOMB RILEY, Mr. DAN RUMBOLD in baritone and Mrs. TOTTEN in soprano solos, were each effective and delightful; everything was encoored and the sailors were happy. It was worth the encounter with such a storm to hear the sailors in the chorus of "Sailing, Sailing."

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IN the January number of this Magazine was a notice of the death of chaplain CHICHESTER, of Charleston, S. C., made hurriedly for the second form, as it was about to go to press. The president of the Charleston Port Society, Mr. GEO. W. WILLIAMS, writes to this office "We realize that it will be difficult to fill Mr. CHICHESTER's place." Capt. H. G. CORDES, of whom Mr. WILLIAMS writes "he is an efficient and conscientious worker," will be the temporary missionary in that port until the annual meeting of the Society in March.

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JOHN ALLAN's name is mentioned in the first editorial paragraph as enthusiastic for another Sailor Conference, and he was earnest in the Gloucester conference. On Christmas night he was the life of a sailor gathering at his mission, the Sailors' Haven, Charlestown, Mass., where three hundred sailors sat down to a Christmas feast. After it he took a cold which developed into pneumonia, and he died



on January 7. Genial, noble JOHN ALLAN, full of humor, full of goodness, the right man for work among seamen! Fellow-workers, let us imitate his consecration.

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LOAN LIBRARIES. The master of the brig *Carib* writes of No. 9,083:

The library which you put on board about three years ago, and has been returned, has been read both by my family and the sailors, and I can say the books were both interesting and instructive. As I change my crew every voyage, many have had the pleasure of reading the books. Thanking you for the new library now on board and trusting the books contained therein may be well appreciated, and help pass away the long hours of the sailors.

The captain of the brig *Atrato* writes of No. 10,107:

Enclosed please find one dollar. I have had library No. 10,107 three voyages to Central America and the books have been read by myself and crew, and, no doubt, have done a great deal of good. Wishing you success in your labors among seamen.

The master of the *Gold Seeker* writes of No. 9,565 and No. 10,372:

Please accept thanks for library No. 9,565, which I have taken much pleasure in reading and think I have profited by the reading of some of the books very much. I am sure the mate and the crew have appreciated the library as much as I have. I now take the liberty of exchanging No. 9,565 with the captain of the schooner *Lillie* for No. 10,372. Perhaps I am doing wrong to take this liberty, but hope not, as it will benefit both of us, giving us a new lot of reading matter to last us down to Brazil. Tendering my sincere thanks, knowing that these libraries are a great blessing to seamen. [Captains do right to exchange their libraries in any port, provided, first, that both vessels come ultimately to the port of New York, and, second, that information of the exchange be sent to this office].

The mate of the S. S. *Cherokee* writes of No. 10,520:

I am very grateful to you for your kindness in letting the library remain on board; it has been a source of great pleasure to myself and many members of the crew, as many read the books who have need of just such reading. Trusting you will continue the good work.

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For The Sailors' Magazine.

## LESSONS FROM THE SHORE.

BY THE REV. H. T. MILLER.

What a meeting place of forces is the beach! Terrific waves rolling in their might, beating against the bastions built by God, making the beach to tremble! Here I walk in distinguished company, and ask "Who shut up the sea with doors when it broke forth, and said, hitherto shalt thou come,

but no farther; and here shall thy proud waves be stayed?" Job xxxviii: 81.

Who has counted the grains of sand or the number of the stars? twin problems of all but boundless reach, too great for the mind to grapple, yet they rolled into the heart, feeding the faith of the

father of the faithful. "In blessing I will bless thee, and in multiplying I will multiply thy seed as the stars of the heaven and as the sand which is upon the sea-shore, and thy seed shall possess the gate of his enemies."

On the shore I tread the pathway of promise. The beach is fair, fresh, grand, and terrible as ever. The floor of sand has rolled up from

"The hidden deeps,  
Where tide, the moon-slave, sleeps;  
Where the wind breathes not, and the  
wave  
Walks softly, as above a grave;  
Where the islands strike their roots  
Far from the old mainland;  
And spring like desert fruits  
Up from their bed of sand."

On the beach I learn that the Lord is mightier than the mighty waves of the sea. What tragedies and treasures, what lasting lessons of gladness and disaster, what arrivals and departures! The sandy shore has swallowed up more tears and witnessed more invocations than any other territory. The shore has trembled with more triumphant songs than have the mountain sides. On the beach I may watch for the marks of the feet of Deity, here I may see the mustering of the mighty twelve; here I may catch the echoes of the question, "Children, have ye any meat?" Here comes the warning from the holy lips not to build upon the hard flat sand, for the storm clouds gather in the mountains, and sweeping down shall carry away the structures of slender foundations. Oh, the mission of the beach, the bank, and the bar! Dangers and disasters stand at the head of a long dark list of losses caused or occasioned by the sand;

"And ever the fitful gust between  
A sound came from the land;  
It was the sound of the trampling surf  
On the rocks and the hard sea-sand."

Yet the mission has been maintained, for though on the weather side of many a bank wild storms have done their worst, on the lee side, shelter and protection have been ministered to untold numbers of mariners who have weathered many a gale.

Soon after the Pilgrim Fathers landed on Plymouth Rock they were sorely pinched; the hostile Indians gave them many a scare, and when supplies failed from England their lot was sad indeed. Day by day they went down to the shore to look out for a friendly sail, and lean and hungry they returned to their scanty boards. Still they look to the sea for help; one day they picked up some clams on the beach, and finding them fit for food, they renewed their search, and found a plentiful supply, so that when the relief ship came they were found, to the astonishment of all, to be in a healthy state. This fact was another fulfilment of the prophecy concerning Zebulon: "They shall suck of the seas, and of treasures hid in the sand."

Uncle Sam has been so busy making money that he has not fixed up his shield of heraldry; as he goes on adding to his blazoned arms, it might be well for him to find in a corner a place for a lowly clam-shell on a field of blue.

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*For The Sailors' Magazine.*

### The Sailor and His Bible.

BY THE REV. C. J. JONES, D.D.

At one of the anniversaries of a Bible Society in England, a sailor was present, having in his posses-



sion a Bible which he said had been his bosom companion fifty-three years. Of that time forty-one years had been spent at sea. He had been in forty-five engagements; thirteen times wounded; three times shipwrecked; once burned out; twice capsized in a boat; had fevers of different kinds fifteen times; but in all these vicissitudes he found consolation in that blessed book. It had been rebound for him by the committee when it was sixty years old.

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### LAWS RELATING TO AMERICAN SEAMEN.

Senate Bill No. 95 has passed both houses of Congress and has been signed by the President. That our readers may gather its general purport and get at least an inkling of the debate before its passage, the following extracts are made from the *Congressional Record*:

Mr. Payne. Mr. Speaker, in explanation of this bill, I will state that it is designed to settle in some respect a controversy that has been going on between the owners of vessels and seamen for a number of years and to amend the antiquated laws in reference to the government of vessels and the government of sailors at sea. Many bills have been introduced and many attempts made for years by Congress to adjust these differences. Three years ago we passed a bill which covered all the points of this bill, and I think it was a little better bill than the Senate has sent us—certainly in two or three particulars; but that bill failed because the Senate did not consider it, although they had a year in which to do so. In this Congress we asked the seamen and shipowners to go to the Senate committee and give them the benefit of their experience as they gave it to us in the last Congress, and the result is this bill, which has passed the Senate.

I am assured by some of the Senators that this bill is the result of a compromise on the part of the vessel owners and the seamen, and that, inasmuch as they have agreed to its provisions,, we have

been anxious that the bill should pass the House as it came from the Senate. The bill went before the Committee on Merchant Marine and Fisheries at the last session, and that committee unanimously directed me to report the bill without amendment to the House. The bill does away in a great measure with what was called the allotment system, which allowed the sailor when he shipped to make an agreement allotting or setting aside and transferring all his wages for the payment of any debt which he might owe. The sailor, being an improvident person, will quite likely be in debt for various things which furnish no equivalent for the amount of his indebtedness; so they might set aside the whole of the wages for that voyage by reason of the allotment system.

This bill does not do away with the system entirely, but it does away with all allotments over one month's wages. It allows an allotment of one month's wages for the payment of any valid debt for board or clothing which the sailor may have incurred not beyond the amount of one month's wages, and it is only upon such recommendations or rules as the Secretary [of

the Treasury and Commissioner of Navigation may adopt. It allows the allotment of a sailor's wages, however, to be paid to his family, father, mother, brother, sister, or wife, as the sailor may designate, for any purpose whatever for the support of those who are dependent upon him while absent upon the voyage. These are, briefly, the provisions in regard to allotment.

The present law allows imprisonment of the sailor who may desert, where he has shipped on a vessel; and if he does not render himself upon the vessel before the vessel sails, he is liable to imprisonment, and so on in every place where the vessel calls he is liable to imprisonment for a violation of his contract. This bill does away with all imprisonment for desertion except in one case, and that is where a vessel is in a foreign port and the sailor deserts. In that case, in the discretion of the court, he may be imprisoned not to exceed one month. I should have liked the bill better if that provision had been stricken out entirely, but hesitated to ask an amendment of the statute for fear the bill might meet the same fate that the bill met in a former Congress, because I was informed on all hands that the sailors and the vessel owners had agreed upon that, in view of some other concession. I am told that practically a seaman is seldom imprisoned because of desertion. The vessel owners claim that they want the clause retained, in order to discourage desertion in foreign ports, and the reason of that is because when a sailor deserts a vessel in a foreign port it would cause great delay in the prosecution of the voyage and great damage and disappointment to the people who

are to receive the cargo and perhaps endanger the lives of those who had shipped upon the voyage.

Another provision has been made in the bill that compels the master, whenever there is a desertion or loss of seamen by desertion or by casualty, to ship the full complement of seamen, and seamen of the same class as those whose places he employs them to fill. So that the vessel shall never be without the full complement of sailors as was originally arranged by the shipping commissioner, an officer of the United States. The present law provides a scale of provisions which is perhaps adequate, if it is always lived up to. But the law provides that the sailor may agree in his contract of shipping to waive certain portions of the scale of provisions, or any portion of it, and accept a substitute. It is claimed, and without doubt is true, that this provision gives rise to many abuses, because the sailor, being anxious for a job and perhaps unable longer to pay his board, is often forced to make a contract which gives him an insufficient scale of provisions for the voyage, and results often in disease and sometimes in the death of the sailor.

This bill not only provides a full scale of provisions, but it was a scale adopted after a careful study and examination, on the recommendation of the Surgeon-General of the Navy Department and the Surgeon-General of the Marine Hospital, and, I believe, one other expert, and they said, after they had arranged this scale, that if it was provided for the sailors it would virtually abolish scurvy and kindred diseases.

The bill also provides that the master shall take provisions and



supply this scale for the entire voyage when he starts out. It does not leave it to the contract with the sailor; he cannot be cheated out of it. It does provide that a few items may be dispensed with, but if they are, certain others must be provided equally good, and which may be arranged by agreement, but they must have the provisions in this scale. If any member desires to examine this scale he will find a large bill of fare on page 21 of the bill. It seems to me ample and liberal. So that that abuse will be entirely abolished if this bill is passed.

Years ago Congress passed a law saying substantially that flogging on board vessels is abolished. This bill goes farther than that. It not only abolishes flogging, but it provides a very severe and suitable punishment for the violation of the law, if any master of a vessel, or the mate of a vessel, seeks to indulge in the pastime of flogging the sailor on his voyage. The law now is without penalty. This bill provides an adequate penalty for the violation of that law. There are other minor provisions in the bill, all of which go to improve the condition of the sailor and to provide for the safety of the vessel. I think that the bill as it now stands is an immense advance over the present law, and is in the direction of all the reforms that have been advocated in the last dozen years in the House.

I am only anxious that it shall speedily become a law, and I should regret very much if the House should amend the bill, not because I am not in sympathy with some of the amendments, and not that I would not like to see it made exactly like the bill that went from the House at the last Congress, but because of the

fear that if amendments go into the bill, and it goes to the Senate, it will meet the fate of the bill in the last Congress, and thus these immense advantages be lost to our sailors. I believe the gentleman from Delaware [Mr. Handy], who is a member of the committee, desires to take the risk of offering some amendments.

After some colloquy on the question of the amendments and of getting an amended bill through the Senate and a Conference Committee at this session Mr. Handy said:

Mr. Speaker, unquestionably, as the gentleman from New York [Mr. Payne], has informed the House, this bill, even as it stands, would, if passed, be a vast improvement over the present law; yet there are at least two features of it which are so far from what is just and right that the House should amend the bill and send it back to the Senate for concurrence.

One of these features the gentleman [Mr. Payne] has referred to. It is the feature that provides imprisonment of a seaman for the violation of a civil contract. The seaman enters into a contract with the master of a ship to render personal service on a voyage at sea, and then at a foreign port for some reason, sufficient to the seaman, perchance because of ill treatment on the voyage, he wishes to leave.

If he does leave, he has, of course, violated his civil contract, and yet who shall say that he has committed any crime? He has simply given up his job. He has refused to continue his labor. He has quit work. If you force him to continue by fines and penalties

the work he desires to leave, you reduce him to a condition of involuntary servitude. He becomes more slave than freeman. Surely such a violation of a contract for personal service in the case of any man not a seaman would be a violation to be made right by money damages. Yes this bill provides for the imprisonment of the seaman.

The master of the ship can, as a matter of practice, get rid of his seamen at any port. He can make life so unbearable for the seamen aboard ship that they will for the sake of comfort and decency of life be only too glad to leave the ship. When the master of a ship in a foreign port wants to get rid of his crew, and thereby terminate the contract from his side, he does not as a usual thing hesitate to do it. He makes the ship too hot to hold the crew. But if the crew want to get rid of the master, they may be arrested as deserters and put in jail.

If the master, by evil treatment, forces the crew to desert, the law does not bring imprisonment nigh to him. He can first force them by evil treatment to desert, and then he can put them in jail because they have deserted. This is an injustice, and there is no real reason for it. It has not even the poor excuse that the crew must be held to their ship by fear of prison walls, lest, if they leave, their places may not be filled by shipping a new crew. In any foreign port, or in almost any foreign port, an American vessel can get a new crew just as easily as in one of our own ports.

The sailor is a citizen of the world and a crew can be enlisted in any port. He is a laboring man, and should be a free laboring man, not subject to imprisonment when

he leaves his work. Let him do his work freely, not held to it by criminal penalties enforced by law. There may be some who would abridge the freedom of the laborers and whip them to their task by penal statutes, but I do not fancy that any member of this House shares or tolerates such sentiments. We, I take it, prefer even sailors to be free to give or to withhold their labor, unawed by threat or fear of imprisonment.

Mr. Speaker, I have prepared an amendment striking out of this bill those few lines which would continue in our law that old relic of the barbarism of the forecandle, imprisoning seamen for the violation of a civil contract.

Mr. Sulzer. On what page of the bill is that amendment?

Mr. Handy. That amendment is on pages 16 and 17. It strikes out, on page 16, in lines 17 to 19 the following words:

"And also, at the discretion of the court, may be imprisoned for not more than one month."

And on page 17 it strikes out the following words in lines 8 to 10:

"Or, at the discretion of the court, may be imprisoned for not more than one month."

Now, Mr. Speaker, there is another provision in this bill which should be wiped out by amendment. It is the provision for allotment by which, under what is known as the "crimping" system, the boarding-house keeper of the port manages to get into his hands before the sailor leaves the greater part of the wages which should come to the sailor for his labor on the voyage. Poor Jack Tar comes ashore on pleasure bent. He gets it in his own time-honored way, and is soon in a condition in which he is far from fit to trans-



act business. The boarding-house keeper, who makes a specialty of entertaining and robbing sailors, gets after him before Jack gets sober and delivers him perchance on board a ship bound for another voyage, and Jack Tar wakes to a sober second thought after he is once more afloat on the rolling blue. He wakes to discover that for no real value received he has signed away one month of his pay.

Perhaps he has been only one night with the boarding-house keeper; but when he awakes he is far away on the sea, and has signed away his wages for a month. The boarding-house keeper has Jack Tar's wages for a month in his pocket; Jack Tar has a month of hard and dangerous work ahead of him. The system of allotment has had its sweet way.

This bill does, of course, limit that matter and keep it in more narrow bounds than hitherto, but still leaves the opportunity which I have stated to the boarding-house keeper and the "crimper" and the men whose business it is to get what they call "blood money" from the seamen. It still says to men of this class: "You shall be protected to the extent of one month of Jack Tar's pay." But I suppose this is a bill of compromises, and we are asked to compromise in this bill even with those people who carry on the nefarious business of "crimping" one month from the pay of the sailor before he leaves port.

Now, the gentleman from New York [Mr. Payne], although he says he will oppose these amendments, is not in favor of the allotment system, and he is not in favor of the involuntary servitude feature of this bill. Of course he is not. I will give him the credit and the honor of his opposition to

those odious things. But on this occasion he is unfortunately overawed and intimidated. The gentleman from New York, notwithstanding his usual courage, is bowing down to-day in fear before that awe-inspiring body which sits at the other end of the Capitol. He says in effect that in this matter the sailor must stay a while longer in prison and must be robbed yet for some years to come (until the matter may be set right in other and future Congresses,) by "crimpers" and boarding-house keepers, because, forsooth, boarding-house keepers, "crimpers" and the shipmasters have made friends at the other end of the Capitol. My friend from New York [Mr. Payne] does not want to run up against the wish and will of the Senate in this matter of legislation. . . . .

Amendments were then offered and discussion followed, which was closed as follows:

Mr. Payne. "We are confronted with a condition, and not a theory," if I may be allowed to say so. The question is not whether the gentleman from Delaware is wrong in moving that the House shall strike out the one month's imprisonment at the discretion of the court, but the question is whether the House shall reduce the present imprisonment of three months to one month at the discretion of the court. The present imprisonment in some cases is such that the court is compelled to inflict it without discretion, and the question is whether the House shall limit that imprisonment in cases where the desertion is in a foreign port.

That is the question, it is a practical question, a question of legislation. The gentleman may de-

clare against the Senate, but the Senate is a co-ordinate branch.

Mr. Handy. Is it any more than that?

Mr. Payne. No; the Senate has the same right we have to amend the bill, and they have the same right to refuse their assent to the amendment of the bill.

Mr. Handy. Do you think they will refuse us a conference?

Mr. Payne. I do not think the gentleman from Delaware ought to take up all my time. They have an equal right with us in legislation. We can not tell the Senate what it shall do and what it shall not do. We can amend a bill and send it over there, we can send it there when it is almost sure death to the bill; and we can go a step, nay, we may take a long stride, in advance in helping out the condition of the sailor.

Now, the other amendment with regard to allotments. There are two opinions as to whether allotment should be abolished altogether, whether it is for the benefit of the sailor that allotments shall be entirely abolished. Congress, a number of years ago, swept out all these allotment laws and did not allow the allotment of a single dollar of sailors' wages for any debt that was incurred by them. What was the result, Mr. Speaker? Why, Jack Tar was landed in a port, his money gone, perhaps expended in a single night, and he sought credit for board and clothing and he could not get it. Why? Because the boarding-house keeper knew that Jack Tar, with his happy-go-lucky way of living, would never have money enough to pay for a day's board, and perhaps not for a single night's lodging. There was no allotment law and he could not secure it out of his wages for the next voyage, and it resulted in op-

pression to the sailor. It resulted in destitution to the sailor; it resulted in putting the sailor in the hands and at the mercy of charitable people who were in the port. Now, it is a question whether it is best to wipe out this allotment business altogether.

The Senate committee, after a full hearing of this question, thought it was unsafe and unwise, and the sailors and shipowners came together and agreed upon this provision, and what is it? It is subdivision 3, and reads as follows:

"That it shall be lawful for any seaman engaged in a vessel bound from a port on the Atlantic to a port on the Pacific, or vice versa, or in a vessel engaged in foreign trade, except trade between the United States and the Dominion of Canada or Newfoundland or the West Indies or the Republic of Mexico, to stipulate in his shipping agreement for an allotment of an amount, to be fixed by regulation of the Commissioner of Navigation, with the approval of the Secretary of the Treasury, not exceeding one month's wages, to an original creditor in liquidation of any just debt for board or clothing which he may have contracted prior to engagement."

Now, that is not a very hard feature. Any other man can assign his wages in advance in any other employment and assign his full wages for six months of the year, and this simply provides that in one case, and one case only, a sailor, for a debt incurred for board or clothing, may, under the regulations of the Commissioner of Navigation and the Secretary of the Treasury, assign not to exceed one month's wages. It gives him credit in the port; it gives him an opportunity to get his



board and clothes when he has lost his money, when the land sharks get around him and have taken it all away and there is no vessel on which he can ship. It gives him an opportunity to get credit for board for a few days or for a few weeks until he can choose the vessel on which he can ship. This question of allotment is not all on one side. It strikes me it would be a good experiment to try, and whether to cut it down to one month and make it only for board and clothing would not be the best thing for the sailor is well worth trying.

As regards imprisonment, if I could do it with a single wave of the hand, or with the intonation of the voice—as my friend from Delaware can—I would strike out every vestige of imprisonment for violation of a civil contract. I undertook that two or three years ago when we framed the bill. I insisted in the committee and in the House that we strike out every vestige of imprisonment. I was

fully as zealous as my friend is, I was as full of courage as he is, and we sent the bill over to the Senate; but it did not come back, not even with an amendment to it. They gave us no opportunity to vote on their amendment, and the bill died. I learned something from experience.

My courage is just as strong now as it was then, but I have got a little more discretion, and now that there is an opportunity to do something for the sailor, an opportunity to do more than has been accomplished for the last twenty-five years, an opportunity to strike out old laws that are a dishonor to our statute book, an opportunity to repeal them absolutely, I am glad to lend my aid to pass this bill, even by voting against an amendment, which, if it stood alone as a single proposition, I would gladly favor.

Now, Mr. Speaker, I move the previous question on the bill and amendments.

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### BETWEEN DECKS.

What is the difference between life between decks on the old and on the modern ship? None at all, so far as the habits, desires, and tastes of those who dwell on board ship are concerned; but there is promise of much more, because the relative importance of the sailor-man pure and simple is growing less. The more that sail-power disappears, the more important become the raging, boiling, triple-expansion thing down below, and the engineers and stokers who manage it.

The ship itself is different if the men are not, and the modern ship must eventually breed a different

kind of crew. The stately vessel, with its towering pile of canvas that was the sailor's pride and boast, has gone.

"Call them things ships?" said an old quartermaster, looking at the white squadron. There is a difference, truly, between the old three-deckers propelled by the wind, and the modern floating fort, and there has been much poetry written of the bellying sails; but while all the sails have not departed, they are less in favor with the cunning and mathematical naval architects of to-day. Whether sail-power can be kept down or not remains to be seen. One fact is

certain, that when the modern ships are turned over to the sailors, yards are very likely to grow on the military masts.

Between decks, instead of the small old-fashioned guns on their well remembered carriages, with their brackets, transoms and steps, are the modern high-power guns. Most likely one will find no guns whatever on the lower deck of a modern ship except those of the secondary battery. The main armament is above, in turrets, barbettes, or citadels, looking through sponsons, or mounted in the tops on the military masts, or on the extreme point of the quarter-deck. Instead of a comfortable spar-deck, with an elevated quarter-deck, there is a deck given over to guns and superstructure. An upper or supplementary deck may be added, which is a contracted substitute for anything to be found on the generous old frigates and line-of-battle ships.

The guns are not nearly so numerous as they were in the old days, but a good deal larger, and therefore they occupy much more room. There are intruding swells of the ship's sides and of the interior compartments that interfere with a full sweep of the deck. Whenever any repairing has to be done, the noise reminds one of a boiler shop. On some of the new ships the commanding officer's quarters are unduly small; in others the wardroom is so contracted that a servant cannot pass around the table. In the torpedo boats, all the officers are obliged to mess together in a room so small that a stout man finds it difficult to squeeze himself between the table and the side, while the state rooms are simply pigeon-holes in which the occupants are filed away for the night. But this is true of only a few of the new vessels. As a

rule, the quarters of officers and men are much better than those of the old-timers, and the galley of a new ship is a large, airy, well-equipped kitchen, containing all the appliances that the most exacting *chef* ought to demand.

The art of navigation remains what it was, but the details of managing a ship have changed so much that many of the old tasks of seamanship have greatly changed or become obsolete. There is, for example, the steering of the ship. When ships were steered by main strength, more than one man was required at the wheel to change the course, or to keep her headed in the right direction. Now you will see on the largest ship a slender brass wheel with a comparatively small number of spokes. And this slight, frail thing has taken the place of the heavy double wheel, which was put down or up with great difficulty. And more than this, this ring of brass will turn almost with the touch of a finger; and, moreover, it is itself many times larger than is required to open the valve and let in the steam which now does the work of steering. It might be as small as the round binnacle in front of the helmsman. Then why is it not? Because some concession is due to the prejudices of the sailor. It is asking a good deal of him that he should believe that the regulation brass wheel can steer a ship, and if only the inconsiderable thing that is essential should be adopted, it might be difficult to tempt a mariner on board of a craft seemingly so dependent upon Providence for its direction. Jack likes to sing about the good little cherub that sits up aloft, but he doesn't tempt fate by putting too much dependence upon him.

There are no longer any lamps



to trim. The ship is lighted by electricity, and in order to run the dynamos there must be skilful and instructed men, and these are not sailors, although they constitute an important part of the modern crew. When the electric sharps sit around between decks, I have a fancy that they will not, like the old-fashioned Jack, sing of their loves as if they were ships:

"In studding-sails before life's breeze,  
So sweetly gentle is her motion,  
She's Anne, for as she moves with ease,  
She seems the queen of all the ocean.

"But when on Sundays, rigged in stays,  
Like beauty gay and light as fancy,  
She wins my heart a thousand ways,  
I then delight to call her Nancy."

The man who runs the dynamo will compare his love to a magnet, and will carol of insulated wires, through which flows the current that thrills his heart. "The landsman who no better knows" can do as much.

The carpenter is still aboard, but his shavings do not fly about so freely. The boiler-maker is a more important man, and the number of machinists will be doubled. The chief boatswain's mate, the captain of the top, and the various petty officers who see that the sailors do their duty must have less concern with the navigation of the ship, and be of less importance in the life between decks.

Even the sailors must be trained to duties that they used to know nothing about. The change in the character of the ordnance in the ship calls for a new drill. The powder-monkey disappeared long ago, and if our grandchildren read Marryat they will be asking what the little creature was, and whether or not he was blessed or cursed with a prehensile tail. The loading

is done at the breech by machinery. There is no longer a touch-hole in the cannon. In sailing-master William Brady's excellent compilation called the *Kedge Anchor*, there are many directions which will puzzle the youth of the next generation if they chance to find their way into youthful literature. What grandfather of us, for example, may not be obliged to explain what is meant by the direction to pour enough vinegar through the touch-hole of a gun to drown out the cartridge before undertaking to pick out the shot?

On the receiving ship *Vermont*, a mighty, broad beamed old-fashioned vessel that is passing its declining years made fast to the Cob Dock of the Brooklyn Navy Yard, is an old, old man. He is a sailor of the old kind, and possessed of the true spirit. He is far too old for active work, but the United States government will have his loyal and faithful services until he is forced to retire to the hospital. There is no admiral on the list who is prouder than this old sailor of the navy and its achievements. If you go to quarters on the ship, you will find him standing forward on the starboard side, teaching the recruits how to make sailors' knots. It is not probable, hardly possible, that the kind of instruction which the old man is giving will ever be absolutely unnecessary in the navy but it grows of less and less importance as sails and rigging disappear.

And so it is with most of the duties which have furnished the maritime service with its terms. The "bowline on the bight," the "carriack-bend," the "cat's-paw," the "sheep-shank backstay," and the "Matthew Walker" are on the decline. Ropes have given place to wire. The bowsprit has disappear-

ed. The "bobstay" is a thing with which the merchant service alone is familiar.

Those expert men who knew every rope in the ship and were competent riggers will find little use for their talents in the new navy, unless we shall return once more to sail-power, of which there is no promise. There is no longer much knowledge necessary of the wind and its moods, so far as the wind is concerned as a propelling power. It will not have to be considered when the time comes for getting under way, and battles will be fought between great fleets without its treacherous aid. Students of tactics will no longer find it necessary to study modes of attack from the windward and leeward, or the effects of shifting winds during engagements, or the relative values of wind in fights between single ships and between fleets.

And yet, while these things may go, will they take the sea Muse

with them? Time was when the Egyptians accepted the advice of Isis, and put masts and sails in their boats. Time was, again, when sails supplanted the oars. Did not the men who managed the sails find a poetry in the sea, as the oarsmen had found it before them? The poetry and sentiment come from the life—from the men and from the free element in which they dwell. The sailor of the future may be more of a soldier, more of a machinist, more of a mathematician; he may not be so familiar with the mast-head as he is of the day that is going by. He may know more about a dynamo than about blocks and sheets and spars. He may have no accomplishments that a landsman does not possess except an experience with the sea, but that alone will give to him the best of the inspiration which since the existence of navies has made life between decks unique.—*Harper's Weekly*.

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## SUMMARY OF THE REPORT OF THE COMMISSIONER OF NAVIGATION.

The annual report of Navigation Commissioner Chamberlain is devoted mainly to statistics and facts in support of the project for the creation of the American merchant marine recommended by Secretary Gage. Excluding the Great Lakes, practically shut off by Niagara Falls from foreign competition, the tonnage of vessels entered and cleared at seaports of the United States in foreign trade for 1897 comprised 7,248,625 tons American and 32,632,419 tons foreign shipping. If a line be drawn everywhere 1,500 nautical miles distant from our seacoast, trade

between foreign ports inside that zone and the United States comprised 5,179,969 tons American, and 5,213,393 tons foreign shipping. In over-sea navigation to foreign ports more than 1,500 miles distant, American shipping amounted to only 2,068,656 tons compared with 27,419,026 tons foreign.

Only three practical courses, at the present time, are open to the United States:

First. We may retain our laws unchanged, ignore national navigation, and continue to rely on vessels under foreign flags for the



transportation of our exports and imports.

Second. We may permit foreign-built vessels to register under the American flag, ship crews abroad and increase national navigation.

Third. We may extend direct government aid to vessels built in the United States, and thus increase both national navigation and national shipbuilding.

The last named of these three courses is suggested to a very great extent by our new relations to the rest of the world, which expects the United States to become a maritime power. For the first time we now hold and shall doubtless permanently hold, inhabited territory beyond the limit of the North American continent. If all that such possession involved were the physical force to keep those domains against all comers, the vote of some extra tens of millions every year to the army and navy would be sufficient. The flag of the United States should be more than the token of conquest by superior strength. Our maritime position must correspond to our pretensions, and to attain this result American shipyards and American ships must be increased, and reasonable contributions from the treasury toward this result not be begrudged.

Nations and individuals that dissent from the general theory of government aid to private enterprise concede on political grounds an exception in favor of shipbuilding and navigation. Largely through indifference, we have lost the share in the transatlantic navigation which was once ours. The growing trade of the Pacific is rapidly slipping away from us. Excluding Hawaii, entries and clearances from Asia and Oceania at ports of the United States in

1880 amounted to 238,960 tons American shipping and in 1897 to only 221,438 tons, while foreign shipping increased from 431,242 tons to 924,720 tons. Foreign nations are now skilfully following the policy of government aid to develop their navigation in the Pacific. Toward steamship lines to the east coast of Asia alone, Great Britain, last year, contributed \$1,250,000, France \$1,217,000, Germany \$480,000, Spain (1896) \$416,000, Russia \$405,000, Austria \$306,000 and Italy \$277,000. The United States paid only \$40,000 to American lines to Asia at regular mail rates. We have deluded ourselves into the belief that the Pacific trade will become ours without taking ordinary precautions to meet competition. Liberal extracts are published from the report on which the Reichstag last year increased to 5,590 000 marks subsidies to German vessels in the Pacific, showing that Germany is already endeavoring to forestall the United States in securing commercial control of the Pacific.

The act of 1891 was designed to secure the largest and quickest steamships in the world for the American service on the Atlantic. Marine construction, however, has already advanced beyond size and speed contemplated when that act was passed. It has proved inadequate for the Pacific. Its maximum rates for that trade are \$2.30 per nautical mile outward for a 16 knot steamship. The British government pays \$2.82 to the Peninsular and Oriental and \$3.40 to the Canadian Pacific lines; the German government \$2 54 to 14 knot vessels of the North German Lloyd; and the French government \$3.98 to the Messageries Maritimes for the equivalent or an inferior service to Asia.

Spain imposed annual charges

of \$580,000 on Cuba, \$125,000 on Puerto Rico and \$170,000 on the Philippines for steam communication and herself contributed \$1,000,000 for that purpose. The Spanish total is about double the entire support the United States gave to American steamships in 1897. The obligations we have assumed by taking Puerto Rico and the Philippines, annexing Hawaii, and governing Cuba, thus require us to make larger appropriations for the merchant marine, or to confess our weakness by abandoning navigation to Great Britain, France and Japan.

We must take steps for the qualified admission of foreign ships to American registry in order to enter immediately into active competition for Asiatic trade. The act of 1891 calls for 5,000 tons steamships of 16 knots. We have only ten seagoing steamships of over 4,000 tons. Four of these are American trans-atlantic liners and two New York and Cuba mail liners, already under postal contract. The *Arizona*, 5,300 tons, 16 knots, is the only vessel complying with the requirements of the act of 1891, and she was admitted by Congress last June to American registry and bought by the War Department. The *China*, admitted by Congress at the same time, is 4,940 tons, 17 knots. The two remaining vessels are the *City of Peking*, 5,080 tons, but only 14 knots, built in 1874, and *El Rio*, owned by the navy under the name of *Dixie*.

It will require at least eighteen months to build vessels of over 5,000 tons and 16 knots needed to meet new conditions in the Pacific. Meanwhile a combination of four large German lines, aided by the Reichstag, is hastening to completion steamships to carry out

German Imperial policy in Asia.

A relaxation of the registry law was necessary to establish our trans-atlantic line, and a similar relaxation is now necessary to meet conditions on the Pacific. It is proposed that foreign built vessels be admitted to American registry on condition that an equivalent tonnage be built in the United States as was done in the case of the *Paris*, *New York*, *St. Louis* and *St. Paul*. The admission of 40,000 tons of foreign shipping by Congress last spring and the purchase of 100,000 tons of foreign shipping by the War and Navy Departments furnishes another precedent. By a similar policy Germany has built up within fourteen years its great shipyards. From 1885 to 1891 the North German Lloyd spent \$7,500,000 in German and \$9,000,000 in British yards, while from 1891 to 1897 it spent \$16,000,000 in German yards and only \$1,500,000 in British yards.

The report considers differences in cost of construction and operation under the American and British flag, and concludes that on the average for cargo steamships now generally in use by foreign nations, this difference amounts to about one cent per ton for each one hundred nautical miles. The French navigation bounty rate for such vessels is two and one-tenth cents, the Italian one and one-half cents, and the Japanese one and one-quarter cents. On the basis considered, an average annual expenditure of about \$5,000,000 for twelve or fifteen years, aided by industrial development, will give the United States a becoming maritime rank. This sum is substantially the expenditure for sugar bounties under the tariff of 1890. By investing the necessary capital the United States can become a



shipbuilding power superior to Germany and a close competitor with Great Britain. This autumn we exported plates for the largest steamship now on the ways in Great Britain. Five years ago we imported the plates from Great Britain for our first large steel square rigged ship.

The project to develop shipbuilding by discriminating duties is in conflict with our treaties and its advocacy at this time involves an indefinite postponement of action and in the end retaliation. The proposition to pay bounties on exports is not feasible, as our treaties bind us to pay the same bounties on exports in foreign vessels as in domestic vessels.

Trade between the United States and Puerto Rico now by executive order restricted to American vessels should be so confined by statute. This step is desirable, not chiefly on account of the direct trade, which is not large, but to furnish a base of operations for American navigation in the Caribbean and Gulf, incidental to our newly-won political prominence in that sphere. In December Great Britain proposes to subsidize four British lines in the West Indies, in addition to the subsidy of \$400,000 already paid to the Royal Mail line.

The restoration of trade between the United States and Hawaii to American vessels is even more important for analogous reasons. Of that trade 80 per cent. is already carried on by American vessels, and over 10 per cent. of the remainder by Hawaiian vessels, which will doubtless be admitted to American registry by Congress. American vessels now leaving in ballast will suffice to supply the transportation requirements of the islands, if foreign vessels are with-

drawn. Almost the entire value of the annexation of Hawaii to the development of American navigation in the Pacific is involved in treating the islands as an extension of our boundaries, bringing us from 1,500 to 2,000 miles nearer the markets of Asia and Australia. The opposition of the British and German interests to the proposition is anticipated in the line of their consistent policy by subsidies to develop their shipping on the Pacific. The restriction proposed, however, is in strict accord with our national policy and with our treaties, and does not interfere with existing trade relations.

A revision of tonnage tax laws is proposed. We now charge 30 cents per ton annually on vessels in over-sea navigation, which is much less than the charges of Great Britain, Germany, France, Italy and Norway. A steamship on twelve trips pays 30 cents annually at New York, \$1.08 at Liverpool, \$1.26 at London, and 96 cents at Hamburg or Bremen.

Our expenditures for maritime safe-guards and improvements are vastly greater than those of any other nation, amounting to \$18,000,000 annually for the past decade, toward which shipping has contributed barely three per cent. Our principal and most costly improvements are directly for the benefit of foreign shipping which enjoys over four-fifths of our foreign carrying. A table of the fifty largest steamships in the world is printed, of which only four are American. Of these thirty-three make New York a terminal port, while only seventeen enter Liverpool, and less than ten make any other foreign port a terminal. This table foreshadows large federal expenditures for harbor improvements, which in Great Brit-

ain are met by charges on shipping. We have recently expended \$6,000,000 on Galveston harbor and channels. Since 1890 American tonnage in foreign trade at that port has decreased from 17,000 tons to 3,000 tons, while foreign shipping has increased from 260,000 tons to 1,012,000 tons. The United States, of course, derives great benefit from such improvements, but as they are made gratuitously in this country, the

proposition is considered reasonable that foreign shipping should contribute at least a fair share toward lighting our harbors and seacoasts, which costs about \$3,000,000 annually.

The report also considers legislation for the improvement of American seamen, pilotage charges, seaworthiness of vessels, allotment of wages and other matters. —*Maritime Register*.

### THE ANCHOR THAT IS WITHIN THE VEIL.

Paul was familiar with both. The anchor need not be described, since our readers have either seen it hanging from the bow of some great ocean liner, or as pictured in books, or fashioned into golden trinket. Although as to general form, unchanged since its invention, it has been improved in size, shape, weight, and handling. In Paul's day, the anchor, although of metal, was so light that it took four to give any hope of holding the ship of Adrymittium, in which he had taken passage for Rome, off the lee shore, and they were probably, as now, on ordinary sailing craft handled by capstan and hand. Now they are of tons' weight, held by massive chains or steel ropes, and lowered or raised by electrical or steam power. But the use has always been the same; to hold the ship to her moorings and keep her from drifting ashore. Paul speaks of having been thrice shipwrecked, one of them minutely and graphically narrated by his fellow-voyager Luke; and once he had been "a whole day and night in the deep," that is, clinging to some piece of wreckage until rescued by passing ship or cast up on the beach. On the doctrine of

probabilities, these mishaps represented many safe voyages; so he must often have seen the anchor doing splendid service on holding ground, as well as through force of wind and current and looseness of soil dragging, and allowing the good ship to get among the breakers.

Again as a devout Jew conversant with the Old Testament scriptures and worship, he was as familiar with the veil which spun by the deft fingers of the women of Israel and woven into fine twined linen, with pattern of cherubim, and dyed purple and blue and scarlet, and hanging from four pillars of shittim wood overlaid with pure gold, hid from ordinary vision, even of mitred high priest, the ark with Shekina, symbol of Jehovah's presence in his tabernacle. That veil thick and heavy, without any visible agency, was rent in twain from top to bottom, what time our Lord Jesus yielded up the ghost, thus signifying as we are told the way open through His flesh for the immediate approach of penitents to God.

When the apostle speaks of hope as the anchor of the soul entering into that which is within the veil,



he hangs this veil metaphorically between earth, the outer court, and heaven, the true holy of holies, which together make the temple of the living God. The appropriateness of the figure of the anchor cast within the veil is evident, when it is remembered that, when the anchor is doing its work, it is laying hold upon the unseen, the ground covered by the veil of water. And the words "sure and steadfast," suggested by his double experience with the anchor, teach and emphasize the absolute reliability of the believer's hope of eternal life. That anchor is sure and steadfast.

1. Because it fastens to things permanent within the veil. There are things on earth which have a relative permanency, viz.: "the perpetual hills," the "everlasting mountains." The globe on which we dwell has a relative permanency. White mists float along and obscure the mountain ranges, but as the sun rises every trace of it disappears and rocks and trees are distinctly disclosed from base to summit; winter strips its woods of every leaf, spring clothes them anew with verdure; the seasons come and go, but their solemn contour remains unaltered. Generations come and go, kingdoms rise and fall, but the world remains unchanged for substance as when Adam gazed upon it from the gates of Eden. "One generation cometh and another goeth, but the earth abideth forever." Yet we know those mountains are slowly wearing away and being floated down to the sea, the solid globe is the subject of slow but constant upheavals and lowerings of its surface, and all are destined to melt away under the fierce fires of the final day. The solid is the shadowy. The things we see are

the temporal, the things we cannot see are the eternal. The world with all its seemingly important interests is but a passing pageant of a carnival night. "For all that is in the world, the lust of the flesh, and the lust of the eye, and the pride of life, is not of the Father, but of the world, and the world passeth away; but he that doeth the will of God abideth forever." The anchor of the soul, the Christian's hope, fastens itself on none of these shifting shadows, but on the unchanging within the veil, and must needs therefore be sure and steadfast.

2. That anchor of the soul is sure and steadfast again, because it lays hold upon a changeless Being. The believer hopes as he believes, and his faith assures him that "God is, and is the rewarder of them that diligently seek Him." It recognizes the fact that this God is not only unchangeable in His being, but in His promises, pledges and purposes. His gifts and calling are without repentance. Having begun He will finish; hence the believer is said to have "a good hope through grace" and to be "begotten again unto a lively hope through the resurrection of Jesus Christ from the dead to heavenly inheritance." The point of equilibrium of the universe is God, He is the one fixed point in a universally shifting scene! We read of anchors massive, with cables as great, failing, as at Lisbon in the great earthquake, to keep the shipping from driving headlong on the shore; for the solid earth itself was heaving and rocking as the billows of the sea! But the anchor of a believer's hope fixing its hold on a Being absolutely unchangeable, must needs ever be sure and steadfast, and will hold when the solid globe

itself shall be dissolving in fire.

3. The believer's hope is absolutely reliable once more, because his anchor lays hold of the being, character, work and word of a changeless Christ. "Which hope we have as an anchor of the soul both sure and steadfast and entering into that which is within the veil, whither the forerunner is for us entered." Forerunner for us! All the Redeemer's acts were of

representative character. He dies, rises, ascends, takes possession for us. His presence in our nature in heaven is guarantee of the final entrance and residence there of all whom He undertakes to save. "Father, I will that those whom Thou hast given me be with me where I am that they may behold my glory."—*Southwestern Presbyterian.*

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### ANCHORED.

BY THE REV. T. L. CUYLER, D.D.

A merchant of my acquaintance who once did a large business, and a minister of my acquaintance who once drew large congregations, have gone on the rocks. The merchant finding himself embarrassed resorted to some desperate and dishonest practices; they have ended in the worst of all bankruptcies, a bankruptcy of character. The minister began to drift away from his old moorings, abandoned his faith in one vital doctrinal truth after another until his spiritual influence has been wrecked. When the cable that held them "parted," their drifting was inevitable, and their fate was certain.

Glorious old Paul (whom I am never tired of quoting,) understood spiritual navigation as well as he understood nautical navigation on his memorable voyage towards Rome. Faith was the chain-cable that united him to the omnipotent Jesus. "I know whom I have believed," exclaimed the veteran hero, "and I am persuaded that He is able to keep." Jesus Christ was unseen—just as the anchor gripping fast to the solid ground is unseen—but His holding power was felt on the conscience and on

the will. As a vessel in the teeth of a storm feels the *pull* of the cable, so the soul that is made fast to Christ feels the pull of His power.

Never was there a time when all ministers and all men needed more to be well anchored. The atmosphere in many quarters is thickly befogged with doubts; there is a dangerous disposition to question the supreme infallibility of God's Word; there is a lowered estimate of the deadliness and doom of sin; and the currents of materialism and worldliness run fearfully strong. Every one of us is liable to adverse gales that may burst upon us at an unexpected moment. Trials and temptations come without warning; Satan, no more than a burglar, sends notice of his assault. As a vessel is often stripped of her canvas before the sailors have time to man her yards, so may it be with us. We may be taken all aback by the hurricane, and stripped of all our "top-hampers," but if the soul is made fast to the anchor sure and steadfast, we shall not suffer wreck. The unseen Christ—our Redeemer, Protector, Preserver—makes us



outlive the tempest. How beautifully some people behave in bad weather! When we see them beaten upon with adversity, or assailed with an Euroclydon of trials, and yet maintaining a brave, cheerful spirit, we may wonder why they are not "moved as other men are." But the all-seeing eye discovers the steadfast anchor lying many a fathom deep beneath the billows. "Come now, let us sing the Forty-sixth Psalm!" did stout old Martin Luther say amid the roar of the devil's hurricanes.

More treacherous perils than tempests often beset our spiritual life. There are silent, stealthy under-currents of temptation which in the smoothest sea may get hold of our keels, and before we know it, we may be on the rocks. Thousands of church members are suffering terrible rents in their characters from this cause. One drifts insensibly into neglect of prayer and of his Bible, and of all proper Sabbath observance; this latter is a growing evil. Another drifts into sensual and sinful amusements. Another feels the clutch of temptation to the bottle, or to lecherous indulgences, but takes no alarm until he has struck the rock and a hideous hole in his character sends him down into disgrace. Nothing but a wonderful interposition of God's grace can ever raise a sunken Christian. You and I know of some sad cases of church-members whom it is about as difficult to get afloat again as those riddled Spanish war-ships on the beach of Santiago. And oh, how many other professed Christians who are carried smoothly along by the under currents of worldliness until we look for them where they ought to be, and they are not to be found! Is not this the secret of a large part of the backsliding in our churches?

My friend, has your soul an anchor? Be assured that neither strength of intellect nor respectable surroundings nor outward connection with a church can save you; they will prove to be but ropes of sand attached to anchors of straw; they never can hold you against strong tides of temptation. God never insures any one, not even in the visible church, who neglects to guide his course by the Bible-compass, and to fasten his soul to Jesus Christ.

These are drifting days, and I do not know of any one who is drifting towards heaven. The currents of this world set the other way. There is an anchor—just one—which is "sure and steadfast and entereth into that within the veil." It reacheth into eternity. Fasten your soul to Jesus Christ, your weakness to His strength, your conscience to His commandments, your whole self to His infinite and all sufficient grace, and you are safe. When you have weathered out the last storm, and resisted the last current of temptation you will give the credit not to your own skill or seamanship, but to HIM whose atoning blood purchased your redemption and whose mighty arm of love brought you into the heavenly port.—*The Evangelist.*

AN early writer gives an interesting description of the way in which the tidings of the gospel were commonly spread by Christians toward the end of the second century. He says: "They go about telling the story of their conversion as a shipwrecked sailor tells the story of his rescue." When that was written, it was meant as a sneer at the Christians. But could a better or truer description be given of the joy and peace that comes to the soul rescued from doubts and fears?

## THE SUEZ CANAL AND THE AMERICAN CANALS.

The net tonnage carried through the United States and the Canadian canals at St. Mary's Falls, between Lake Superior and Lake Huron, was greater in 1898 than in any previous year. It reached the colossal total of 21,234,664 tons, or 2,250,000 tons more than in 1897. The amount of freight passing through the Suez Canal in 1897 was 7,898,981 tons only, and when the tonnage reached its highest total, in 1891, it was 8,698,777 tons only. This comparison is all the more striking because the Suez Canal is open daily the year through, while the canals at Sault Ste Marie are closed for from 110 to 130 days every winter.

The business of the canal which circumvents the mile of rapids in the St. Mary's River far exceeds that of any other canal in the world; and fully two-thirds of the business is done by the United States or "Soo" Canal. The great bulk of the American freight, however, is iron ore, wheat, flour and coal, and the more costly commodities of the Suez commerce make its aggregate value larger.

The shortening and cheapening of trade routes by such canals affect profoundly not only commerce, but also the lives and occupations of millions of men. By shortening the trade routes to the Orient by thousands of miles, the Suez Canal gave new impetus and direction to vast industries of India, and drove by far the greater part of the sailing fleet from the seas. Before it was opened the cost of coaling a steamship for India or China was enormous, and there were few coaling stations along the Cape of Good Hope route. Most of the trade, consequently, was carried in sailing ves-

sels, whose voyage out from London or New York consumed many months of a year. The Suez Canal permitting the use of steamers, these soon absorbed four-fifths of the trade and left the millions of capital which had been invested in the sailing fleet tied up in idle vessels at the wharves. When the Cape route was the way to the Far East it was impossible to carry wheat for months through the hot Indian Ocean without serious deterioration in the grain, but when the canal opened to India the possibility of helping to feed Europe it became one of the great wheat raising countries of the world. The beginning of the development of the vast Indian trade in rice exportation dates from the opening of the short and quick route to the West. The tea trade between Assam, Ceylon and Europe now far surpasses that of China, and it has grown up entirely since the opening of the Suez Canal. Business methods also have been revolutionized. The great warehouses at Bombay and Calcutta, which were heaped with goods when freight was many months on the voyage, are no longer in use. Indian merchants can telegraph their orders and replenish their shelves in from forty to fifty days. Consequently their orders are smaller and more frequent.

The effects of the St. Mary's Falls canals have been no less momentous and far-reaching. They have revolutionized trade on the great lakes. Less than thirty years ago the average size of vessels there was 175 tons. Now five steamer companies have sixty-five vessels of from 1,750 to 3,000 tons. The increase in trade is due chiefly to the opening of the Lake Superior



iron region, and to the unequalled outlet which these canals afford for the wheat and flour of the Northwest, the greatest wheat region in the world. The huge freighters carrying wheat in bulk through the canals enable shippers to put it on ocean steamers and land it at European ports cheaper than the farmers of England and Germany can raise it. Thus these canals have contributed enormously to our prosperity and to agricultural depression in the Old World. Cheap water freightage from our wheat regions enables us also to more than vie with Argentina in the export of wheat, though we carry our wheat 1,200 miles to the sea, while Argentina's fields stretch along the tidal waters of the lower

La Plata. Surprisingly low rates on iron ore shipped to our smelters have had much to do in enabling us to sell pig iron, steel billets and sewer pipes to British markets for less than British prices.

Last year 62,339,966 bushels of wheat, 7,778,043 barrels of flour and 11,706,960 tons of iron ore passed eastward through these canals. Such statistics go far to account for the expansion of our commerce; and to the facilities of these waterways is due the rapid development of the Lake Superior region, particularly, where recently howling wastes are now dotted over with numerous towns crowded with an industrious and prosperous population.—*The Sun*.

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## WORK AMONG SEAMEN.

CORRESPONDENCE, REPORTS, &c.

### At Stations on the Foreign Field.

#### Belgium.

##### ANTWERP.

The following letter was received from Mr. GEO. W. SIMMONS, of London, who visited and examined the Antwerp Mission:

Our friends at Antwerp are now entering on their winter campaign against all the evil and temptations that beset our seamen on every hand. They have been working faithfully there, and God is graciously encouraging them by permitting them to see some good results from their labors. Amongst the varied branches of the work carried on here may be mentioned the reading room, which (up to the end of September) has been used by no fewer than 14,760 men, whilst 2,065 letters have been written or received by sailors through the Institute. This, I believe, with the distribution of libraries, visitation of ships, services aboard, and hospital visitation, forms more or less the work of every missionary, but its execu-

tion is none the less interesting or beneficial to the recipients.

To meet the winter temptations our friends at Antwerp have a weekly entertainment in the reading room, beyond the usual Sunday and week night gospel services. There is too a flourishing Sunday School, mostly composed of the children of seamen.

The missionaries are well received on board and are respected highly, great confidence being placed in them often.

It is interesting and encouraging to note that though some men find it difficult to confess Christ before their shipmates, yet evidence is borne of a marked decrease of evil among the men on a vessel when the men get under good influence. God is blessing and will bless His work among the seamen. His servants are often met with discouragement, but casting their bread upon the waters they shall see it after many days.

How can we help the good work that the Society is carrying on? By giving as we are able, by sending books, magazines and other bright, good literature for the

reading rooms for distribution, and last, but not least, we can pray daily that the work may be greatly blessed and far-reaching in its effects.

## Japan.

NAGASAKI.

Mr. JOHN MAKINS writes on November 14, 1898:

My first year's management of the Home is from November 1, 1897, to November 1, 1898. I have had very little time for work afloat on account of the large amount of work to be done in the Home, but whenever I can get time to visit ships I take advantage of it.

Our work in Nagasaki is principally among war ships, though we have occasional opportunities to work for merchant seamen when ships are in. We have very few sailing ships loading and unloading in Nagasaki; when they do come little liberty is given the men, and no one is paid off unless sick. The cursed liquor is our great drawback. Men of the lowest repute go off to the ships and hand poor Jack a bottle with a card of the saloon he represents. After two drinks are taken the trouble begins, and if no liberty is given, he will take "French leave." After getting ashore he will, in many cases, sell his clothes for drink, and altogether will make of himself the poorest looking excuse for a human being I ever saw. Only two days ago a sailor came into the Home from a German ship, drunk, with only a pair of trousers and the cheapest kind of an undershirt on. It was not long until he was arrested and now lies in a Japanese jail with two more of his shipmates. How these conditions can be altered I do not know, unless the sailor takes Christ as his Saviour and adviser.

We have sold to seamen during the year 10,530 meals; 505 day boarders, 1,515 meals; stranded sailors and others worked for 708 meals, charity meals, 68; total, 12,821; we supplied 2,630 beds, given to stranded seamen, 38; garments given away to men in distress, 75; seamen helped to leave port, 16; employment secured for 16.

Miss ANTOINETTE P. JONES, of Falmouth, Mass., has succeeded in securing for the CARLTON H. JENKS memorial room ten good iron spring beds and furnishings thereof, curtains for the windows, and a full size bust picture of that Christian

Endeavor hero who met his fate on the *Maine* in the harbor of Havana.

The needs of the Home are many, and we rejoice that such a substantial gift has been given, thereby lessening our need.

A number of troop ships returning from Manila have called homeward bound; some were laden with sick and wounded soldiers and sailors. We thank God for the privilege of being able to cheer them up somewhat by giving them comforting words, flowers and reading matter. One meeting held on board the *Rio de Janeiro* was attended by eighty soldiers and sailors returning to hospital. At the close many expressions of gratitude were shown.

Number of American merchant ships in port since last statement, 36, war ships, 3, all others, merchant ships, 702, war ships, 116; these figures do not include Chinese or Japanese; religious services held in chapel, 70, on shipboard, 6, elsewhere, 1; average attendance of seamen at religious services, 12; conversions, 11; religious visits to hospital, 6, on ships, 97; Bibles and Testaments distributed, 6, magazines and papers given, 3,815; tracts were placed in each package and a large number given personally.

## Argentine Republic.

BUENOS AYRES.

The Rev. J. W. FLEMING writes on November 1, 1898:

I have again the pleasure of inclosing a copy of the annual report of our Sailors' Home here, although I regret to say it is by no means a favorable one. However, I am confident that we have now "turned the corner" and will have a better record in future. You will see we had with great regret to dispense with our manager, but the Home is working well under Mr. CHAMBERLAIN and we have been able to reduce expenditures. The income has improved a little since June, so although we do not expect to pay our way, we hope the deficit to make up from subscriptions will not be so great. Our new Sailors' Home will not be ready this financial year (i. e., before June, 1899), but for the following year it ought to be available, as the plans are now in hand and most of the money for it subscribed in commemoration of the Diamond Jubilee.

For the current year we shall require all the help we can get as well as all the economy we can combine with efficiency,



and we trust that your Society will continue its most valuable grant. Our very best thanks are due to your Society for it and it may safely be said that had we not

obtained the assistance of your Society and the other two associated with you, we could not have kept the Home opened.

## At Ports in the United States.

### New York.

#### NAVY YARD.

The Rev. G. B. CUTLER writes on January 1:

There have been far fewer men at the Cob Dock this month than during the past several months; as a consequence our meetings have not been so largely attended. Yet the Holy Spirit has been no less tenderly searching for an open door to the hearts of men in all our services.

Many have been the precious talks had in a personal, brotherly way with men the past month. Some very old men; one in the service since 1840, spoke of the pleasure he had in the reading matter left with him and in the talks we had together. A young Hebrew sailor made no little light of our meetings on first coming into them. One evening after a most impressive half-hour he softly said, "Please sing 'Almost persuaded now to believe'"; and at our next meeting asked us to sing "Jesus, Saviour, pilot me." He has publicly asked the prayers of Christians as a seeker after light in Christ Jesus.

A farewell service was conducted on the *Buffalo* on December 4, 1898, just before she sailed for Manila. The between-deck was crowded with men. It was one of the most tender meetings of my lifetime. Sobs were heard from strongest men; and when the invitation to those who felt their need of Christ was given the whole congregation stood on their feet. That great company of men sailed away to the uttermost parts of the earth, the Lord in power going with them.

Friends of the sailor and of our AMERICAN SEAMEN'S FRIEND SOCIETY have sent us recently comfort bags for seamen, which we have distributed among the grateful men of our navy. These little bags a foot deep, with a braid puckering string, are supplied with a small Bible, with needles, black and white thread, assorted buttons, a pair of scissors, &c., according to the taste of the givers. Let the Christian women all over the land remember our sailor men in these little offerings so deeply appreciated.

### Virginia.

#### NORFOLK.

The Rev. J. B. MERRITT writes on December 31, 1898:

The services have been fairly attended and of an interesting character. We have had a number of shipwrecked men. I have been pleased to meet a number of deeply pious seamen of late. Notably today, in my rounds among the vessels, I found the steward on an American ship (and he a Malay) a deeply pious man, glad to talk of God's blessings to him.

Number of American ships in port since last statement, 214, all others, 23; religious services held in chapel, 26, in hospital, 7, elsewhere, 8; average attendance of seamen at religious services, 12, of others, 7; religious visits to hospital, 92, on ships, 237; Bibles and Testaments distributed, 23, tracts, &c., 21,000.

### South Carolina.

#### CHARLESTON.

Capt. H. G. CORDES writes on December 31, 1898:

Since the death of our beloved chaplain, the Rev. C. E. CHICHESTER, our religious meetings have been kept up without any interruptions; helpers from the Christian Endeavorers and religious societies of the different churches who take a deep interest in the sailor, are vigorously pushing along the work for Jack's welfare. Sunday evening, December 25, there were sixty-two seamen in attendance to hear the word preached. After service the Ladies' Seamen's Friend Society distributed to all seamen present comforters, wristlets, comfort bags and Testaments as Christmas gifts. For the past month there has been much activity along our water front, besides the regulation cotton steamers, the U. S. transports *Saratoga*, *Manitoba* and *Minnewaska* have visited our port for the embarkation of troops. All the ships have been well supplied with good reading matter. Several ap-

plications were made to me by young men of the 12th New York Volunteers for pocket Bibles, which were gladly supplied to them, one of which was a Spanish Bible. Who is to be our next pilot is hard to say at present. The Port Society will hold a meeting shortly and no doubt will select the right man. There are many applications on file to select from. One consideration which will come before the Society is the much needed repairs to the building. In the meantime our good ship Bethel is still moored at the old stand, doing business for the Master.

Number of American ships in port since last statement, 46, all others, 29; religious services held in chapel, 36, in hospital, 2, elsewhere, 7; average attendance of seamen at religious services, 19, of others, 21; religious visits to hospital, 18, on ships, 75; Bibles and Testaments distributed, 162, tracts and newspapers, 7,753.

### Alabama.

#### MOBILE.

The Rev. R. A. MICKLE writes on December 1, 1898:

Number of American vessels in port since last statement, 11, all others, 47; religious services held in chapel, 7, in hospital, 10; average attendance of seamen at religious services, 9, of others, 8; religious visits to hospital, 12, on vessels, 81, in boarding-houses, 30; Bibles distributed, 7, Testaments, 14, 1 Gospel Hymns, several tracts, French and English, and magazines and papers; 18 requests for special prayer.

The King's Daughters donated 14 comfort bags; several persons gave excellent magazines and newspapers, bakers gave bread, restaurateurs gave breakfasts and dinners, and another firm gave coal.

The monthly concert was decidedly up to the mark. The ladies of the Bethel Auxiliary, under their most efficient and energetic president, Mrs. J. G. THOMAS, have undertaken to supply a long felt want in the erection of a new Sailors' Home for this port. With this in view a grand concert was given on the 29th of the month at the Mobile Theatre, which was largely patronized by the citizens, and an encouraging amount realized. These noble women intend at once to build of brick two rooms, one for a reading room and the other to be filled with cots for sick and shelterless seamen. They propose to continue the effort steadily until a comfortable, attractive Home

shall rise in the place of the dilapidated and condemned building taken away five years since. This will be a great work and doubtless will have the hearty co-operation of the public-spirited and benevolent of Mobile, irrespective of creed or class.

[Also on January 3:

Number of American vessels in port since last statement, 10, all others, 37; religious services held in chapel, 8, in hospital, 21; average attendance of seamen at religious services, 13, of others, 9; religious visits to hospital, 21, on vessels, 82, in boarding houses, 21; Bibles distributed, 2, Testaments, 24, Christmas cards, 8, and many magazines and tracts; 44 special requests for prayer.

The chaplain is encouraged to believe that the interest in the Bethel work is gradually deepening and widening. There is a prospect that at no distant day there will be a Sailors' Home built in style somewhat commensurate with the increased commercial importance of Mobile as a port. Already has it come to the front, and now takes an undisputed stand among the very first shipping points in the United States. And as this class of men are now looked upon as a mighty factor in the progress and development of commerce, they are seen to be worthy of our friendship and solicitude. No longer can they be despised. It is said of them, "They are brave, brawny, true and generous, cordially sharing their last possession with an unfortunate friend. They suffer and are silent and strong. They suffer and do not know it is suffering, are brave and do not know it is bravery, are often heroes and do not know it is heroism. The deeds of the common sailor often give us a glimpse of an ideal humanity, and of Him who laid down His life for His friends; and finally, for weal or woe, they are to take a larger part in moulding civilization and shaping national life and character." And yet a more pitiable condition of men is not anywhere to be found. We want them to feel at home when they come to Mobile and among friends.

This kindly interest is now being manifested more than ever in this community. We might specify instances where benevolence is exhibited in feeding the hungry, warming the cold and thinly clad, supplying good reading matter and writing materials, and regaling them with the finest music. The King's Daughters gave them this month thirty-two more comfort



bags. The Christmas supper was fit for a king. All this is as it should be, and we intend to make it even better, as we have started out upon a new year full of promise and hope, and expect, with the blessing of Providence, to accomplish much for the glory of God and the good of man.

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## Washington.

SEATTLE.

The Rev. THOMAS REES writes on December 1, 1898:

As far as the work goes it is very good, meetings well attended, and an interest always; average of seamen is large considering the number of ships; we have had as many as twenty seamen of a night at meeting, a good number (twenty-seven) have risen for prayer, two sailors converted and seven others. I am pushing the work with all the strength I have; there is lots of opposition, but the workers are faithful and all consecrated to God. Praise His name.

I have been once at Port Blakely during the month; found seven ships there and visited all that had crews; preached to a fair audience that night and had the very best of attention. It is a curious state of affairs—so many ships without a crew while in port; Jack must go to leeward on that tack, and yet they seem to want to be discharged when they go into port to load; a big loss of wages in the course of the year, besides being at the shark's mercy; he is always waiting to pounce on poor Jack.

There are still quite a number going to and coming from Alaska; these vessels we cannot do a great deal with, except to give them reading matter, but as a general thing they are working all days alike. Steamship sailors are hard to get at; the San Francisco boats have a crew of one hundred and seventy-four all told, but it is very rare to have any of them at our services; they are always on the go and their men do not get a chance to go to meeting anywhere.

Number of American ships in port since last statement, 16, others, 1; services in mission, 30, at Port Blakely, 1; average attendance of seamen, 8, of others, 60; visits to ships, 34, boarding houses, sick rooms, &c., 9, to hospital, 4; Bibles distributed, 2, tracts, 180.

## Book Notice.

BY WAY OF CAPE HORN. FOUR MONTHS IN A YANKEE CLIPEER. By Paul Eve Stevenson. Philadelphia. J. B. Lippincott Company.

Mr. and Mrs. Stevenson took the voyage from New York to San Francisco from sheer love of the sea. The daily record of their varied experience of its moods, and of their observation of the characters of the officers and crew, and their mutual relations in the performance of ship-duty, make up the volume, which is handsomely printed and well illustrated from photographs taken by the author. This record is as far removed from monotony as a good observer, a clear thinker and a graphic writer can make it. The happenings on board the vessel mean much to a mind in search of their meaning. It is not long before the author's mind finds problems to be solved and actions to be criticised favorably and unfavorably. Inasmuch as he furnishes facts as the foundation of his opinions, it is to be hoped that shipowners, captains, mates and seamen will read his book and profit by its lessons.

Gradually the questions of the shipment of seamen, their life on shipboard, their treatment by officers, their exposure to crimps, their food, &c., emerge into prominence, and receive a fair discussion. Of course the author cannot be too severe on crimps, on the cruelty sometimes practiced by officers on sailors, and on the government or system that permits blood-money and its kindred evils, but he goes too far when he confines those evils to American vessels. Even Great Britain, which has done much to cure them, has not entirely stamped them out. Indeed, the sailors themselves need to co-operate with the laws they clamor for and get enacted, in order to secure their execution. For example, take this picture: "When the anchor had touched the bottom [in the harbor of San Francisco] we stood by for the crimps. Even before we

were aware of it the evil creatures began to swarm on board like a flock of sinister vultures, and without ceremony they fell upon their prey. They plied the men from bottles whose black nozzles protruded from their coat-pockets; and in a few minutes each had persuaded his man to go with him when they should get ashore." There is plenty of law, but it is defied by crimps, and sailors connive at the defiance by yielding themselves voluntarily to their worst enemy with his seductive bottle.

Apart, however, from the lessons of this book, it is a most readable story of life at sea.

### The Planets for February, 1899.

MERCURY will not be visible.

VENUS will be a splendid object in the east before sunrise; farthest from the Sun on February 10.

MARS will continue to be the most conspicuous object in the evening sky.

JUPITER will rise about midnight.

SATURN will be visible in the southeast before sunrise.

Princeton.

T. R.

### Sailors' Home, New York.

190 CHERRY STREET.

Reported by F. Alexander, Lessee, for the month of

DECEMBER, 1898.

Total arrivals..... 93

### Receipts for December, 1898.

#### MASSACHUSETTS.

Dorchester, E. H. Sharp.....	\$ 2 00
Easthampton, Payson Congregational Church.....	18 34
Fitchburg, Rollstone Church, of which special gift from S. N. Weston, \$1.00.....	7 90
Medford, McCollom Mission Circle, to refit loan library No. 8,441.....	18 00
Montague, Congregational Church..	5 23
Northfield, for a Christmas gift library from the Children's Class in Northfield Trinitarian Sunday School.....	20 00

Mrs. A. M. D. Alexander, for annual Christmas gift library.....	20 00
Pittsfield, South Congregational Ch..	12 98
Worcester, Rev. J. W. Cross, for library.....	20 00

#### RHODE ISLAND.

Westerly, from "Two," for libraries. 200 00

#### CONNECTICUT.

Black Rock, Miss Sarah J. Bartram, for library in memory of Thomas W. Bartram.....	20 00
Bridgeport, Second Congregational Church.....	26 16
Fairfield, Congregational Church, of which Edward Sturges, \$25.....	58 50
Green's Farms, Congregational Ch..	15 05
Groton, a friend.....	5 00
Hartford, S. B. Mallett.....	5 00
Wm. Huntington.....	1 00
Madison, a friend.....	1 00
Milford, First Congregational Church	13 22
North Greenwich, Congregational Church.....	6 24
Norwalk, Highwood.....	10 00
Norwich, Broadway Congregational Church.....	55 80
Suffield, First Congregational Ch....	9 85
West Hartford, First Church of Christ.....	25 65

#### NEW YORK.

Brooklyn, S. W. Burtis, for library in name of Wm. E. Burtis.....	20 00
Mrs. W. C. Bowers.....	5 00
C. D. Davis.....	5 00
New York City, gift from a friend... 1,985 78	
White Star line S. S. collections, received per E. J. Adams.....	100 00
International Navigation Co.'s S. S. collections, received per H. G. Philips, cashier.....	20 18
Broadway Tabernacle Church.....	52 03
Frederick Sturges.....	50 00
"A. G. C.," in memory of Capt. E. B. Cobb.....	25 00
Collegiate Reformed (Dutch) Ch., additional.....	22 03
Benj. D. F. Curtiss, for library in memory of Ella M. Curtiss.....	20 00
The Stamford Manufacturing Co..	20 00
John E. Parsons.....	20 00
Henry Tallmadge.....	10 00
Mrs. Grenville Winthrop.....	10 00
From a friend.....	5 00
Capt. Lyons.....	5 00
Hon. Henry W. Bookstaver.....	5 00
Emily O. Butler.....	5 00
Capt. Geo. F. Watt, of brig <i>Atrato</i> , for library work.....	1 00
Rochester, the children and people of Mount Hor Church, for the Jane A. Hodges Memorial Library, received per Mrs. T. W. Atkinson.....	20 00

#### NEW JERSEY.

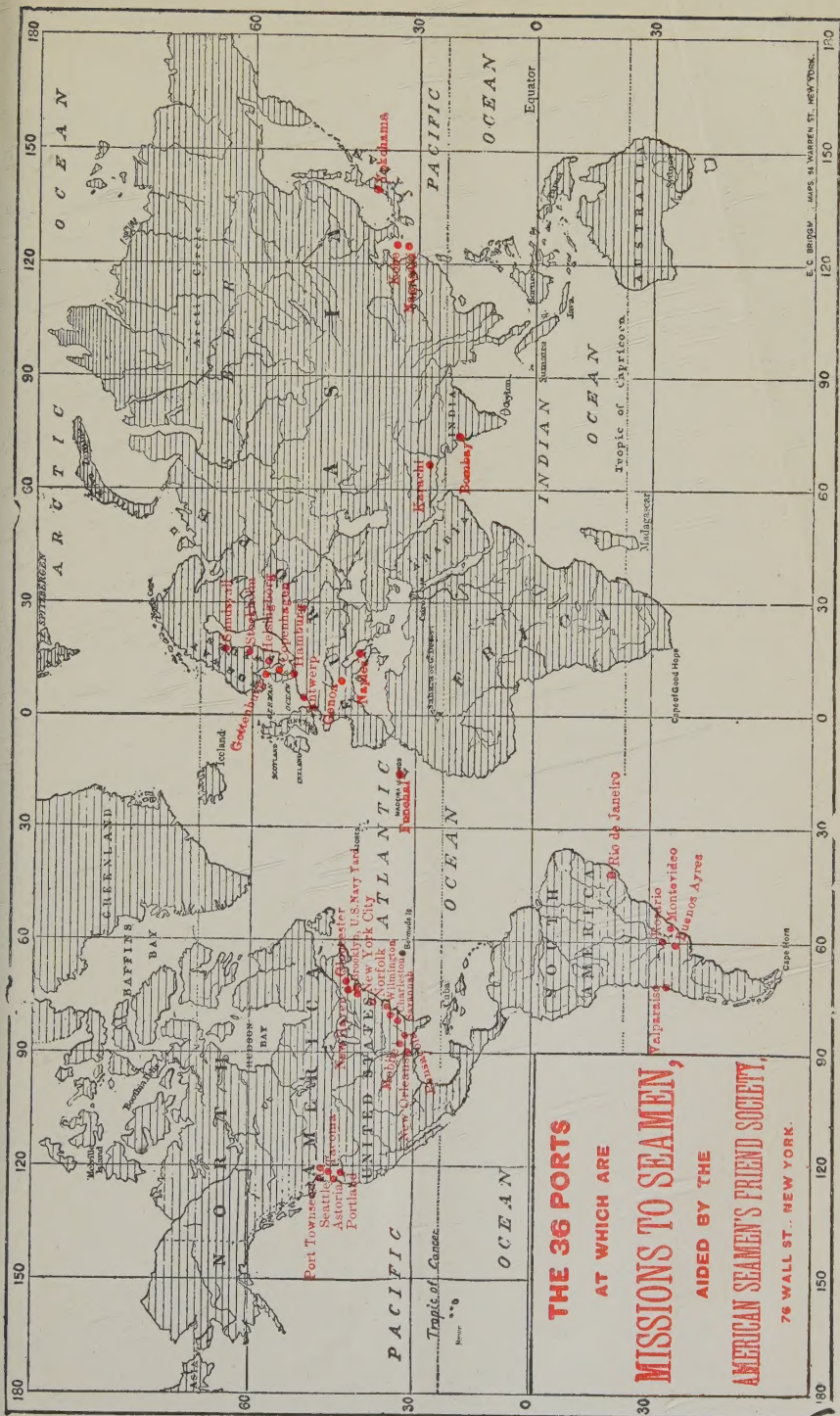
Blairstown, Presbyterian Church....	15 00
East Orange, Sunday School First Presbyterian Church, for library.	20 00
Franklin Park, H. P. Cortelyou.....	10 00
Morristown, The Children's Missionary Society of First Presbyterian Church, for library.....	20 00

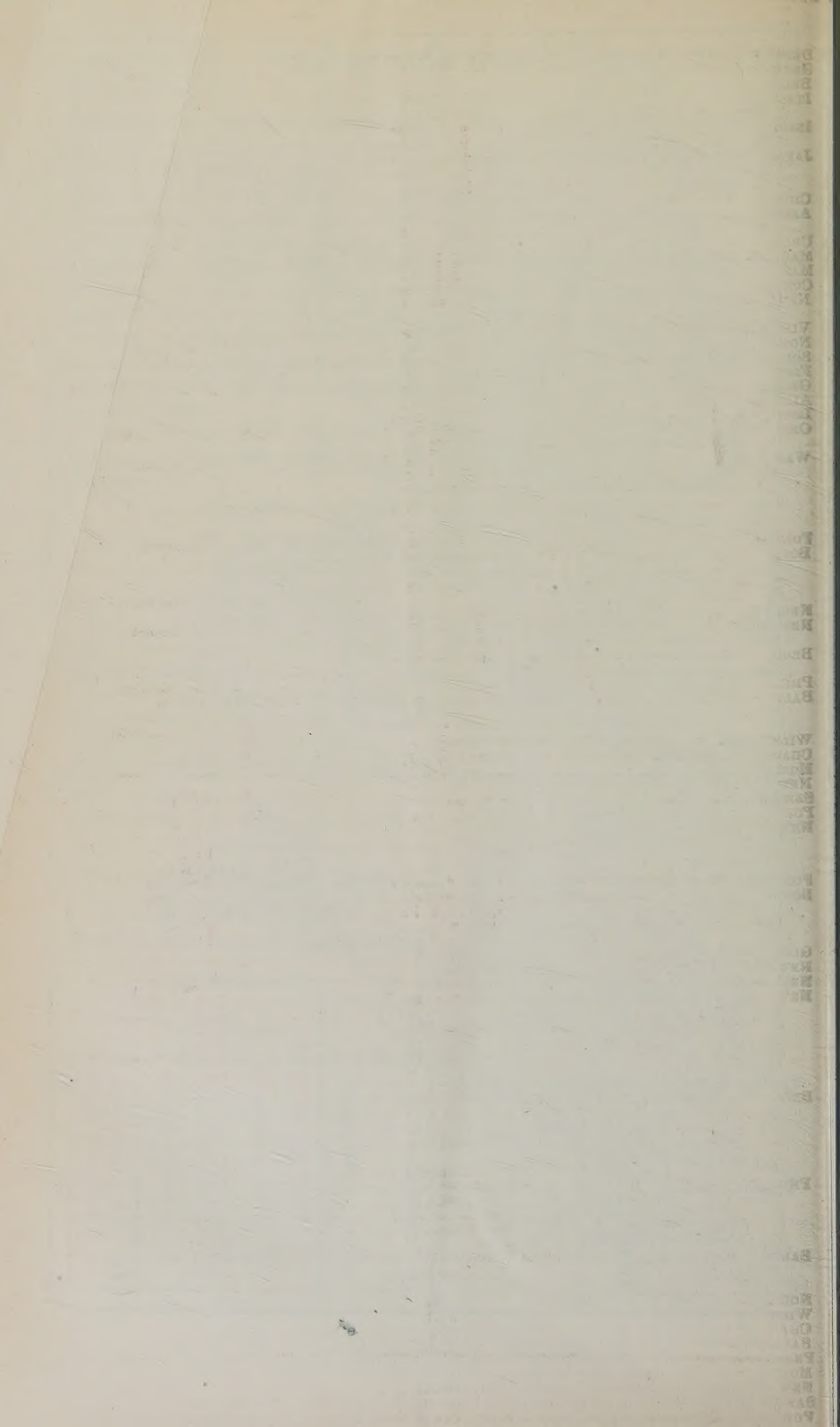
#### DELAWARE

New Castle, Hetty Smith, for a library in memory of William Couper, "He being dead yet speaketh," Heb. xi: 4.....	20 00
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# INFORMATION FOR SEAMEN.

<b>SWEDEN</b> , Helsingborg.....	K. I. Berg.
" Stockholm.....	J. T. Hedstrom.
" Sundsvall.....	Rev. E. Eriksson.
" Gottenburg.....	Christian Nielsen.
<b>DENMARK</b> , Copenhagen.....	Rev. A. Wollesen.
<b>GERMANY</b> , Hamburg.....	British & American Sailors' Inst., H. M. Sharpe.
<b>BELGIUM</b> , Antwerp.....	Antwerp Seamen's Friend Society, Rev. J. Adams.
<b>ITALY</b> , Genoa.....	Genoa Harbor Mission, Rev. Donald Miller.
" Naples.....	Naples Harbor Mission, Rev. T. Johnstone Irving.
<b>INDIA</b> , Bombay.....	Seamen's Rest, F. Wood, Superintendent.
" Karachi.....	Rev. W. H. Dowling.
<b>JAPAN</b> , Yokohama.....	Rev. W. T. Austen.
" Kobe.....	Edward Makeham.
" Nagasaki.....	John Makins.
<b>CHILE</b> , Valparaiso.....	Rev. Frank Thompson.
<b>ARGENTINE REPUBLIC</b> , Buenos Ayres... ..	Buenos Ayres Sailors' Home & Miss. G. L. Chamberlain
" Rosario.....	Rosario Sailors' Home & Mission, F. Ericsson.
<b>URUGUAY</b> , Montevideo.....	Sailors' Home and Mission, Rev. G. P. Howard.
<b>MADEIRA</b> , Funchal.....	Mission to Sailors & Sailors' Rest, Rev. W. G. Smart.
<b>MASSACHUSETTS</b> , Gloucester.....	Gloucester Fishermen's Inst., Rev. E. C. Charlton.
<b>CONNECTICUT</b> , New Haven.....	Woman's Sea, Friend Soc'y of Connecticut, Rev. [John O. Bergh.
<b>NEW YORK</b> , New York City.....	Capt. Wm. Dollar.
" Brooklyn, U. S. Navy Yard.....	Rev. G. B. Cutler.
<b>VIRGINIA</b> , Norfolk.....	Norfolk Port Society, Rev. J. B. Merritt.
<b>NORTH CAROLINA</b> , Wilmington.....	Wilmington Port Society, Rev. Jas. Carmichael.
<b>SOUTH CAROLINA</b> , Charleston.....	Charleston Port Society.
<b>FLORIDA</b> , Pensacola.....	Pensacola Port Society, Henry C. Cushman.
<b>GEORGIA</b> , Savannah.....	Savannah Port Society, H. Iverson.
<b>ALABAMA</b> , Mobile.....	Mobile Port Society, Rev. R. A. Mickle.
<b>LOUISIANA</b> , New Orleans.....	New Orleans Port Society.
<b>OREGON</b> , Portland.....	Portland Seamen's Friend Soc'y, Rev. A. Robinson.
" Astoria.....	Rev. J. McCormac.
<b>WASHINGTON</b> , Tacoma.....	Tacoma Seamen's Friend Soc'y, Rev. R. S. Stubbs.
" Seattle.....	Seattle Seamen's Friend Society, Rev. Thos. Rees.
" Port Townsend.....	Pt. Townsend Sea, Friend Society, C. L. Terry.

## Directory of Sailors' Homes and Private Boarding Houses.

Location.	Established by	Keepers.
<b>FORTSMOUTH</b> , N. H., No. 104 Market St	Seamen's Aid Society.....	James F. Slaughter.
<b>BOSTON</b> , Mass., N. Sq., Mariners' House	Boston Seamen's Aid Soc'y	Capt. J. P. Hatch.
" Phineas Stowe Sea. Home..	Lad. Beth. Soc., 8 N. Bennet St.	St. George C. Smith.
" Charlestown, 46 Water St.	Episcopal City Mission.....	S. H. King, Supt.
" East Boston, 120 Marginal St..		James M. Battles, Supt.
<b>NEW BEDFORD</b> , Mass., 14 Bethel Court.	Ladies' Br. N. B. P. S.....	E. Williams.
<b>NEW YORK</b> , N. Y., 190 Cherry Street..	Amer. Sea. Friend Society.	F. Alexander, Lessee.
" 52 Market St.....	Epis. Miss. Soc. for Seamen	H. Smith.
<b>BROOKLYN</b> , N. Y., 172 Carroll St.....	Scandinav'n Sailors' Home.	Capt. C. Ullenars, Supt.
" 112 First Place.....	Finnish Luth. Sea. Home..	
<b>PHILADELPHIA</b> , Pa., 422 South Front St.		Capt. R. S. Lippincott.
<b>BALTIMORE</b> , Md., 418 South Ann Street		Miss Ellen Brown
" 1737 Thames St.....	Port Miss., Woman's Aux'y	Thomas Hansen, Supt.
		Miss Laura Lee, Matron
<b>WILMINGTON</b> , N. C., Front & Dock Sts.	Wilmington Port Society.....	
<b>CHARLESTON</b> , S. C., 44 Market St.....	Ladies' Sea. Friend Society	Capt. H. G. Cordes.
<b>MOBILE</b> , Ala.....	Ladies' Sea. Frnd Society	
<b>NEW ORLEANS</b> , La.....	N. O. Sea. Friend Society...	Halvor Iverson.
<b>SAN FRANCISCO</b> , Cal.....	S. F. Sea. Friend Soc'y.....	Capt. Melvin Staples.
<b>PORTLAND</b> , Ore.....	Portland Sea. Frnd Soc'y.	Rev. A. Robinson.
<b>NEW HAVEN</b> , Conn.....	Ladies' Sea. Friend Society	Rev. J. O. Bergh, Supt.

## MARINERS' CHURCHES.

Location.	Aided by	Missionaries.
<b>PORTLAND</b> , Me., Fort St. n. Custom H.	Portland Sea. Frnd Soc'y..	Rev. F. Southworth.
<b>BOSTON</b> , Mass., 332 Hanover St.....	Baptist Bethel Society.....	" A. S. Gilbert.
Bethel, 287 Hanover St.....	Boston Sea. Friend Soc'y..	" S. S. Nickerson.
East Boston Bethel.....	Methodist.....	" L. B. Bates.
" 120 Marginal Street..	Episcopal City Mission.....	" W. T. Crocker.
<b>GLOUCESTER</b> , Mass., 6 Duncan St.	Gloucester Fish'rmen's Inst.	" E. C. Charlton.
<b>NEW BEDFORD</b> , Mass.....	New Bedford Port Society.	" E. Williams.
<b>NEW HAVEN</b> , Conn, Bethel, 61 Water.	Woman's Sea. Friend Soc'y	" John O. Bergh.
<b>NEW YORK</b> , N. Y., Catharine c. Madison	New York Port Society.....	" Samuel Boulton.
" 128 Charlton Street.....	" W. S. Branch.	Mr. John McCormack.
" 34 Pike Street, E. R.....	Episcopal Miss. Society.....	Rev. A. R. Mansfield.
" 635 Washington Street.....	The Sea, Christian Ass'n..	Stafford Wright.
" No. 341 West Street, N. R.....	Episcopal Miss. Society...	" W. A. A. Gardiner.
" 21 Coenties Slip.....	" " "	" Isaac Maguire.
" 53 Beaver St.....	Finnish Lutheran Sea. Ch..	" V. K. Durchman.
<b>BROOKLYN</b> , N. Y., U. S. Navy Yard..	Am. Sea. Friend Society...	" G. B. Cutler.
" 31 Atlantic Avenue.....	New York Port Society.....	
" 193 9th Street, near 3rd Avenue.	Dan. Ev. Luth. Sea. Miss'n.	" R. Andersen.
" Erle Basin.....	Episcopal Miss. Society.....	" Isaac Maguire.
Scandinavian Seamen's Church,		
William St., near Richard St...	Nor. Luth. Sea. Mission...	" Jakob Bo.
<b>PHILADELPHIA</b> , Pa., c. Front & Union.	Presbyterian.....	" H. F. Lee.
" N. W. cor. Front and Queen Sts.	Episcopal.....	" Francis W. Burch.
" Front Street, above Navy Yard..	Baptist.....	" "
" Washington Ave. and Third St..	Methodist.....	" W. Downey.
" Port Missionary, 1420 Chestnut St.		" E. N. Harris.
<b>BALTIMORE</b> , Md., Aliceanna & Bethel Sts	Seamen's Un. Bethel Soc'y.	" G. W. Heyde.
" No. 315 S. Broadway.....	Port Mission.....	Mr. K. S. Willis, English.
		" S. Olsen, Scand'ian.
<b>NORFOLK</b> , Va., Water St., near Madison	Norfolk Sea. Frnd Soc'y..	Rev. J. B. Merritt.
<b>WILMINGTON</b> , N. C.....	Wilmington Port Society...	" J. Carmichael, D.D.
<b>CHARLESTON</b> , S. C., 44 & 46 Market St..	Charleston Port Soci. y.....	" "
<b>SAVANNAH</b> , Ga.....	Amer. Sea. Friend Soc'y..	" H. Iverson.
<b>PENSACOLA</b> , Fla.....	" " "	Mr. Henry C. Cushman.
<b>MOBILE</b> , Ala., Church St., near Water	" " "	Rev. R. A. Mickle.
<b>NEW ORLEANS</b> , La., Fulton & Jackson.	Presbyterian.....	
<b>SAN FRANCISCO</b> , Cal.....	San Francisco Port Society	" J. Rowell.
<b>PORTLAND</b> , Ore.....	Amer. Sea. Friend Soc'y..	" A. Robinson.



# AMERICAN SEAMEN'S FRIEND SOCIETY, 76 Wall Street, New York.

ORGANIZED, MAY, 1828—INCORPORATED, APRIL, 1833.

JAMES W. ELWELL, *President.*

CHAS. A. STODDARD, D.D., *Vice-President.*

W. C. STITT, D.D., *Secretary.*

WILLIAM C. STURGES, *Treasurer.*

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## OBJECTS OF THE SOCIETY.

ARTICLE II, (of the Constitution.)—The object of this Society shall be to improve the social and moral condition of seamen, by uniting the efforts of the wise and good in their behalf ; by promoting in every port Boarding Houses of good character, Savings' Banks, Register offices, Libraries, Museums, Reading Rooms, and Schools ; and also the ministrations of the gospel, and other religious blessings.

CHAPLAINS.—In addition to its chaplaincies in the United States, the Society has stations in JAPAN, CHILE, S. A., the MADEIRA ISLANDS, ICELAND, SWEDEN, NORWAY, DENMARK, GERMANY, HOLLAND, BELGIUM, FRANCE, ITALY, and INDIA. A list of the chaplains, who will always be ready to befriend the sailor, is given on the preceding page.

LOAN LIBRARIES.—An important part of the Society's work, and one greatly blessed of God to the good of seamen, is that of placing on board ships going to sea, libraries composed of carefully selected, instructive, and entertaining books, put up in cases containing between thirty-five and forty volumes each, for the use of ships' officers and crews. The donor of each library is informed when and where it goes, and to whom it is entrusted ; and whatever of interest is heard from it is communicated as far as possible. The whole number of new libraries sent out by the Society up to April 1, 1898, was 10,479. Calculating 12,305 reshipments, their 557,685 volumes have been accessible to more than 398,215 men. Hundreds of hopeful conversions at sea have been reported as traceable to this instrumentality. A large proportion of these libraries have been provided by special contributions from Sabbath-Schools. Twenty dollars furnishes a library.

THE SAILORS' HOME, No. 190 Cherry Street, New York, is the property of this Society, and is leased under careful, judicious restrictions. It is unsurpassed in comfort by any Sailors' Home in the world ; its moral and religious influences cannot be fully estimated, but many seamen have there been led to Christ. Destitute, shipwrecked seamen are provided for at the HOME. A missionary of the Society resides in the HOME, and religious and temperance meetings are held daily. The Lessee receives and cares for the savings of his sailor guests and a large amount has thus been saved to seamen and their families.

A list of the Society's periodicals will be found on the second page of the cover of this MAGAZINE.